the supporting surface **18** of the first seats **12** and the supporting surface **20** of the second seats **14**.

[0047] To the contrary, the supporting surface **20** of the second seats **20** is maintained at a constant level independent of whether the supporting surface **20** is positioned in the upright seating position or the reclined lying position. Otherwise the structure and the function of the passenger seat arrangement **10** depicted in FIG. **7** correspond to the structure and the function of the arrangement **10** according to FIGS. **1** to **4**.

[0048] The passenger seat arrangement **10** depicted in FIG. **8** differs from the arrangement **10** according to FIG. **7** in that the passenger seat arrangement **10** further comprises two third seats **32** arranged in a row side by side at the second elevated level, wherein each third seat **32** is arranged opposed to a second seat **14**. This arrangement has the advantage that a single stair **30** may be used to provide access to a second and a third seat **14**, **32**. Like the second seat **14**, also the third seat **32** comprises a supporting surface **34** for supporting a passenger which is movable between an upright seating position and reclined lying position. Different from the arrangement **10** depicted in FIG. **7**, in the passenger seat arrangement **10** of FIG. **8**, the supporting surfaces **18**, **20**, **32** of the first, the second and the third seats **12**, **14**, **20**, in their reclined lying position again form flat surfaces.

[0049] Furthermore, the passenger seat arrangement depicted in FIG. **8** further comprises two fourth seats **36** arranged in a row side by side at the first lower level in front of the first seats **12**. Like the first seats **12**, also the fourth seats **36** each comprise a supporting surface **38** for supporting a passenger which is movable between an upright seating position and a reclined lying position. In its reclined lying position, the supporting surface **38** of the each fourth seat **36** forms a flat surface. Each fourth seat **36** is constructed in such a manner that a movement of its supporting surface **38** from the upright seating position into the reclined lying position results in the supporting surface **38** of the fourth seat **36** being arranged at a different level than the supporting surface **20** of the first seat **12** in its reclined lying position. In particular, the fourth seats **36** are constructed in such a manner that their supporting surface **38**, in its reclined lying position is arranged at a higher level than the supporting surface **20** of the first seats **12** in its reclined lying position in order to allow a feet supporting portion **26***a* of the supporting surface **20** of a first seat **12** to extend below a backrest portion **22***d* of the supporting surface **38** of a fourth seat **36** arranged in front of the first seat **12**. Otherwise the structure and the function of the passenger seat arrangement **10** depicted in FIG. **8** correspond to the structure and the function of the arrangement **10** according to FIG. **7**.

[0050] The passenger seat arrangement **10** depicted in FIG. **9** differs from the arrangement **10** according to FIG. **8** in that the supporting surfaces **18**, **20** of the first and the second seats **12**, **14**, when arranged in their upright seating positions, extend at an angle of approximately 90° relative to each other. The backrest portion **22***b* of the supporting surface **20** of the second seats **14** thus faces the aisle **102**. Similarly, also the supporting surfaces **18**, **38** of the first and the third seats **12**, **36**, when arranged in their upright seating positions, extend at an angle of approximately 90° relative to each other. The backrest portion **22***c* of the supporting surface **38** of the third seats **36** thus faces the aisle **104**. Otherwise the structure and the function of the passenger seat arrangement **10** depicted in FIG. **9** correspond to the structure and the function of the arrangement **10** according to FIG. **8**.

[0051] The passenger seat arrangement **10** depicted in FIG. **10** differs from the arrangement **10** according to FIGS. **1** to **4** in that the supporting surfaces **18**, **20** of the first and the second seats **12**, **14**, when arranged in their upright seating positions, face in opposite directions. Otherwise the structure and the function of the passenger seat arrangement **10** depicted in FIG. **10** correspond to the structure and the function of the arrangement **10** according to FIGS. **1** to **4**.

[0052] The passenger seat arrangement **10** depicted in FIGS. **11** and **12** differs from the arrangement **10** according to FIGS. **1** to **4** in that the two first seats **12** arranged in a row side by side are positioned offset relative to each other along the longitudinal axis L of the passenger seat arrangement **10**. Similarly, also the two second seats **14** arranged in a row side by side are positioned offset relative to each other along the longitudinal axis L of the passenger seat arrangement **10**.

[0053] The passenger cabin region **100** accommodating the passenger seat arrangement **10** further comprises a floor panel **114** supporting the first seats **12**. A recess **116** is formed in the floor panel **114** in such a position that it is suitable to receive the feet of the passengers occupying the first seats **12**. The provision of the recess **116** in the floor panel **114** allows the first seats **12** to be arranged with their supporting surface **18** being placed at a lower position relative to the floor panel **114**, since the passengers occupying the seats **12** may place their feet in the recess **116** when the supporting surface **18** of the seats **12** is in its upright seating position without loss of comfort. A plurality of carrier elements **118** is provided for supporting the floor panel **114**. The recess **116** is formed between adjacent carrier elements **118** thus ensuring that the structural integrity of the floor construction is not affected by the recess **116**.

[0054] The passenger cabin region further comprises a ceiling panel **120**. A further recess **122** is formed in the ceiling panel **120** in such a position that it is suitable to receive the head of a passenger when accessing the second seats **14**. The provision of the further recess **122** in the ceiling panel **120** allows the second seats **14** to be arranged with their supporting surface **20** being placed at a higher position relative to the first seats **12**, since the further recess **122** provides for a sufficient head clearance for a passenger accessing the second seats **14**. A plurality of ribs **124** is provided for supporting the ceiling panel **120**. The ribs **124** form a part of the aircraft's primary structure. The further recess **122** is formed between adjacent ribs **124** thus ensuring that the structural integrity of the primary aircraft structure is not affected by the further recess **122**. Otherwise the structure and the function of the passenger seat arrangement **10** depicted in FIGS. **11** and **12** correspond to the structure and the function of the arrangement **10** according to FIGS. **1** to **4**.

[0055] Although specific features of the passenger seat arrangement **10** have been described with reference to specific embodiments of the passenger seat arrangement **10**, these features can be combined as needed.

[0056] While at least one exemplary embodiment has been presented in the foregoing detailed description, it should be appreciated that a vast number of variations exist. It should also be appreciated that the exemplary embodiment or exemplary embodiments are only examples, and are not intended to limit the scope, applicability, or configuration of the embodiment in any way. Rather, the foregoing detailed description will provide those skilled in the art with a convenient road